

To: Mr. Wolfe
Subject: Don't support hypocrisy

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December 2, 2001

Mr. Lawrence Wolfe
USDA -- Rural Utilities Service
1400 Independence Ave., SW -- Stop 1571
Washington, D.C. 20250-1571

Dear Mr. Wolfe,

I am writing in opposition to the proposed Enstar route for the Southern Intertie on the Kenai National Wildlife Refuge. By intruding into this area we are being hypocritical of the word "refuge". Encroaching onto protected habitat to once again degrade and destroy the area that is the safety net of these animals is unacceptable and inhumane.

28A [The Kenai Refuge provided a corridor for transportation and utility needs by significantly altering its western boundary in 1964. This corridor along with an existing powerline corridor between Anchorage and the Kenai Peninsula provide viable and legitimate alternatives for this project. To forego using either of these viable routes and further encroach on the Refuge is unacceptable.

28A See response to 21A – Wilderness Society form letter (12/03/01).

28B [Allowing the Southern Intertie to bisect the northern portion of the Kenai Refuge is not compatible with the purposes of the Refuge. The Enstar route would impact wildlife habitat and create new access to these remote areas, further degrading brown bear habitat. Even the DEIS states that "the cumulative effects on wildlife, vegetation, recreation, and visual resources . . . are considered to be long term and significant." (p.S-18)

28B Refer to the USFWS Compatibility Determination in Appendix A of the FEIS.

28C [The Enstar route would cut across valuable, unroaded lands in the Kenai National Wildlife Refuge. These unroaded areas are eligible for future wilderness designation, and this project would undermine any potential for wilderness designation in these areas.

28C See response to 21C – Wilderness Society form letter (12/03/01).

28D [The Kenai Peninsula brown bear population is considered an isolated population and has been declared a species of special concern by the state of Alaska. Development elsewhere on the Kenai Peninsula has encroached on brown bear habitat, and the Kenai Refuge provides large tracts of unroaded lands that are critical to the long term viability of this population. To unnecessarily impact this population is unacceptable and would be nationally significant, due to the USFWS mandate to protect wildlife on the refuge.

28D See response to 21D – Wilderness Society form letter (12/03/01).

Sincerely,

Cathy Kropp
Po Box 252
Mantorville, MN 55955
USA

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-----Original Message-----
From: Daniel Cooke [mailto:bbrdcooke@earthlink.net]
Sent: Monday, December 03, 2001 1:39 AM
To: Mr. Wolfe
Subject: Oppose Enstar route on Kenai Refuge

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December 2, 2001

Mr. Lawrence Wolfe
USDA -- Rural Utilities Service
1400 Independence Ave., SW -- Stop 1571
Washington, D.C. 20250-1571

Dear Mr. Wolfe,

Hopefully you will take the time to consider this situation
carefully. I am writing in opposition to the proposed Enstar route
for the Southern Intertie on the Kenai National Wildlife Refuge.
But first let me point out:

The rate of extinction of species is the highest now in at least
65 million years. The last time it was this high it is presumed
that an asteroid or comet destroyed most life on earth. This time
humankind (sic) is the destroyer.

Now you face a choice. At this most auspicious time in the history
of this planet, you have an opportunity. The opportunity to maintain
a very significant piece of the mosaic of life on this earth.
Do you have children? Hope for great grandchildren? How fast have
you seen the natural world altered in your lifetime. Is there
truly no consequence to ripping access into the heart of a wilderness?

The Kenai Refuge provided a corridor for transportation and
utility needs by significantly altering its western boundary in
1964. This corridor along with an existing powerline corridor
between Anchorage and the Kenai Peninsula provide viable and legitimate
alternatives for this project. To forego using either of these
viable routes and further encroach on the Refuge is unacceptable.

Allowing the Southern Intertie to bisect the northern portion
of the Kenai Refuge is not compatible with the purposes of the

29A

29A See response to 21A – Wilderness Society form letter
(12/03/01).

29B

29B Refer to the USFWS Compatibility Determination in Appendix
A of the FEIS.

29B
cont.

Refuge. The Enstar route would impact wildlife habitat and create new access to these remote areas, further degrading brown bear habitat. Even the DEIS states that "the cumulative effects on wildlife, vegetation, recreation, and visual resources . . . are considered to be long term and significant." (p.S-18)

29C

The Enstar route would cut across valuable, unroaded lands in the Kenai National Wildlife Refuge. These unroaded areas are eligible for future wilderness designation, and this project would undermine any potential for wilderness designation in these areas.

29D

The Kenai Peninsula brown bear population is considered an isolated population and has been declared a species of special concern by the state of Alaska. Development elsewhere on the Kenai Peninsula has encroached on brown bear habitat, and the Kenai Refuge provides large tracts of unroaded lands that are critical to the long term viability of this population. To unnecessarily impact this population is unacceptable and would be nationally significant, due to the USFWS mandate to protect wildlife on the refuge.

It's time to awaken. It's time to protect. We can no longer afford to destroy.

Sincerely,

Daniel Cooke
172 Obert Drive
San Jose, CA 95136
USA

29C See response to 21C – Wilderness Society form letter (12/03/01).

29D See response to 21D – Wilderness Society form letter (12/03/01).

-----Original Message-----
From: Kathleen & Richard Huneke [mailto:lakesidelady@hotmail.com]
Sent: Monday, December 03, 2001 11:37 AM
To: Mr. Wolfe
Subject: Oppose Enstar route on Kenai Refuge

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December 3, 2001

Mr. Lawrence Wolfe
USDA -- Rural Utilities Service
1400 Independence Ave., SW -- Stop 1571
Washington, D.C. 20250-1571

Dear Mr. Wolfe,

I am writing in opposition to the proposed Enstar route for
the Southern Intertie on the Kenai National Wildlife Refuge.

30A

Why do we designate areas "Wildlife Refuges when their priority
can be changed by proposals which will invade their territory??
ESPECIALLY when there are two other viable alternative utility
corridors already exist, including
one provided by the Kenai Refuge when it significantly altering
its western boundary in 1964.

30B

- The project is not compatible with the purposes of the Refuge,
because it would impact wildlife habitat and create new access
to these remote areas. Which I'm sure will be utilized by Off
Road Vehicle enthusiasts and others, undermining the original
intent of the land.

30C

- The "Enstar" route would cut across valuable, unroaded lands
in the Kenai National Wildlife Refuge, undermining any potential
for wilderness designation in these areas.

30D

- This project would unnecessarily impact the Kenai Peninsula
brown bear, declared a species of special concern by the state
of Alaska.

The unroaded lands of the Refuge are critical to the long term
viability of the bear.

30A See response to 21A – Wilderness Society form letter
(12/03/01).

30B Refer to the USFWS Compatibility Determination in Appendix
A of the FEIS.

30C See response to 21C – Wilderness Society form letter
(12/03/01).

30D See response to 21D – Wilderness Society form letter
(12/03/01).

30E	The Kenai Refuge provided a corridor for transportation and utility needs by significantly altering its western boundary in 1964. This corridor along with an existing powerline corridor between Anchorage and the Kenai Peninsula provide viable and legitimate alternatives for this project. To forego using either of these viable routes and further encroach on the Refuge is unacceptable.	30E	See response to 21A – Wilderness Society form letter (12/03/01).
30F	Allowing the Southern Intertie to bisect the northern portion of the Kenai Refuge is not compatible with the purposes of the Refuge. The Enstar route would impact wildlife habitat and create new access to these remote areas, further degrading brown bear habitat. Even the DEIS states that "the cumulative effects on wildlife, vegetation, recreation, and visual resources . . . are considered to be long term and significant." (p.S-18)	30F	Refer to the USFWS Compatibility Determination in Appendix A of the FEIS.
30G	The Enstar route would cut across valuable, unroaded lands in the Kenai National Wildlife Refuge. These unroaded areas are eligible for future wilderness designation, and this project would undermine any potential for wilderness designation in these areas.	30G	See response to 21C – Wilderness Society form letter (12/03/01).
30H	The Kenai Peninsula brown bear population is considered an isolated population and has been declared a species of special concern by the state of Alaska. Development elsewhere on the Kenai Peninsula has encroached on brown bear habitat, and the Kenai Refuge provides large tracts of unroaded lands that are critical to the long term viability of this population. To unnecessarily impact this population is unacceptable and would be nationally significant, due to the USFWS mandate to protect wildlife on the refuge.	30H	See response to 21D – Wilderness Society form letter (12/03/01).

Sincerely,

Kathleen & Richard Huneke
16985 Rio Maria Road
Lakeside, CA 92040
USA

-----Original Message-----
From: Eric Horstman [mailto:vonhorst@gu.pro.ec]
Sent: Sunday, December 02, 2001 11:08 PM
To: Mr. Wolfe
Subject: Oppose Enstar route on Kenai Refuge

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December 2, 2001

Mr. Lawrence Wolfe
USDA -- Rural Utilities Service
1400 Independence Ave., SW -- Stop 1571
Washington, D.C. 20250-1571

Dear Mr. Wolfe,

I am writing in opposition to the proposed Enstar route for
the Southern Intertie on the Kenai National Wildlife Refuge.

31A

The Kenai Refuge provided a corridor for transportation and
utility needs by significantly altering its western boundary in
1964. This corridor along with an existing powerline corridor
between Anchorage and the Kenai Peninsula provide viable and legitimate
alternatives for this project. To forego using either of these
viable routes and further encroach on the Refuge is unacceptable.

31A See response to 21A – Wilderness Society form letter
(12/03/01).

31B

Allowing the Southern Intertie to bisect the northern portion
of the Kenai Refuge is not compatible with the purposes of the
Refuge. The Enstar route would impact wildlife habitat and create
new access to these remote areas, further degrading brown bear
habitat. Even the DEIS states that "the cumulative effects on
wildlife, vegetation, recreation, and visual resources . . . are
considered to be long term and significant." (p.S-18)

31B Refer to the USFWS Compatibility Determination in Appendix
A of the FEIS.

31C

The Enstar route would cut across valuable, unroaded lands in
the Kenai National Wildlife Refuge. These unroaded areas are eligible
for future wilderness designation, and this project would undermine
any potential for wilderness designation in these areas.

31C See response to 21C – Wilderness Society form letter
(12/03/01).

31D

The Kenai Peninsula brown bear population is considered an isolated
population and has been declared a species of special concern
by the state of Alaska. Development elsewhere on the Kenai Peninsula
has encroached on brown bear habitat, and the Kenai Refuge provides

31D See response to 21D – Wilderness Society form letter
(12/03/01).

large tracts of unroaded lands that are critical to the long term
viability of this population. To unnecessarily impact this population
is unacceptable and would be nationally significant, due to the
USFWS mandate to protect wildlife on the refuge.

I work as a reserve director of the Cerro Blanco Protected Forest
on the outskirts of the city of Guayaquil, Ecuador and I know
first hand the effects that roads and other developments can have
on the integrity of natural areas, especially in regards to increased
human access to these same areas. Please help set the example
for developing country park systems, don't let this development
go through in the Kenai!

Sincerely,

Eric Horstman
210 Paulsen Street
Weaverville, CA 96093
USA

-----Original Message-----
From: Ashlin Tucker [mailto:ashlin82@yahoo.com]
Sent: Wednesday, December 05, 2001 12:24 PM
To: Mr. Wolfe
Subject: Oppose Enstar route on Kenai Refuge

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December 5, 2001

Mr. Lawrence Wolfe
USDA -- Rural Utilities Service
1400 Independence Ave., SW -- Stop 1571
Washington, D.C. 20250-1571

Dear Mr. Wolfe,

I am writing in opposition to the proposed Enstar route for
the Southern Intertie on the Kenai National Wildlife Refuge.

32A The Kenai Refuge provided a corridor for transportation and
utility needs by significantly altering its western boundary in
1964. This corridor along with an existing powerline corridor
between Anchorage and the Kenai Peninsula provide viable and legitimate
alternatives for this project. To forego using either of these
viable routes and further encroach on the Refuge is unacceptable.

32B Allowing the Southern Intertie to bisect the northern portion
of the Kenai Refuge is not compatible with the purposes of the
Refuge. The Enstar route would impact wildlife habitat and create
new access to these remote areas, further degrading brown bear
habitat. Even the DEIS states that "the cumulative effects on
wildlife, vegetation, recreation, and visual resources . . . are
considered to be long term and significant." (p.S-18)

32C The Enstar route would cut across valuable, unroaded lands in
the Kenai National Wildlife Refuge. These unroaded areas are eligible
for future wilderness designation, and this project would undermine
any potential for wilderness designation in these areas.

32D The Kenai Peninsula brown bear population is considered an isolated
population and has been declared a species of special concern
by the state of Alaska. Development elsewhere on the Kenai Peninsula
has encroached on brown bear habitat, and the Kenai Refuge provides

32A See response to 21A – Wilderness Society form letter
(12/03/01).

32B Refer to the USFWS Compatibility Determination in Appendix
A of the FEIS.

32C See response to 21C – Wilderness Society form letter
(12/03/01).

32D See response to 21D – Wilderness Society form letter
(12/03/01).

Large tracts of unroaded lands that are critical to the long term viability of this population. To unnecessarily impact this population is unacceptable and would be nationally significant, due to the USFWS mandate to protect wildlife on the refuge.

Let us protect threatened species before they become endangered, which is much like a patient on life support; little chance of overall survival. It is key to protect wildlife and habitat BEFORE they are on life support, ensuring their survival for future generations.

Please PLEASE consider existing power line corridors and ALL alternatives before permanently jeopardising the health of vital wildlife populations.

Sincerely,

Ashlin H. Tucker

P.O. Box #18
Silverthorne, CO 80498

1014 Straight Creek DR.
Dillon, Co 80493

Sincerely,

Ashlin Tucker
P.O. Box 18
1014 Straight Creek Dr. Dillon, Co 80493
Silverthorne, CO 80498
USA

-----Original Message-----
From: Tony DeFalco [mailto:tonydefalco@yahoo.com]
Sent: Monday, December 03, 2001 8:29 PM
To: Mr. Wolfe
Subject: Oppose Enstar route on Kenai Refuge

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December 3, 2001

Mr. Lawrence Wolfe
USDA -- Rural Utilities Service
1400 Independence Ave., SW -- Stop 1571
Washington, D.C. 20250-1571

Dear Mr. Wolfe,

I have worked extensively on powerline issues in the Lake Superior basin. These lines have numerous known and unknown impacts to people and wildlife. Before approving any plan, please consult with the folks at Save Our Unique Lands in Wisconsin - they have tons of helpful information on these impacts. The community response there opposing the line was tremendous. Please avail yourselves of these resources before making any decisions. Thanks.

I am writing in opposition to the proposed Enstar route for the Southern Intertie on the Kenai National Wildlife Refuge.

33A The Kenai Refuge provided a corridor for transportation and utility needs by significantly altering its western boundary in 1964. This corridor along with an existing powerline corridor between Anchorage and the Kenai Peninsula provide viable and legitimate alternatives for this project. To forego using either of these viable routes and further encroach on the Refuge is unacceptable.

33B Allowing the Southern Intertie to bisect the northern portion of the Kenai Refuge is not compatible with the purposes of the Refuge. The Enstar route would impact wildlife habitat and create new access to these remote areas, further degrading brown bear habitat. Even the DEIS states that "the cumulative effects on wildlife, vegetation, recreation, and visual resources . . . are considered to be long term and significant." (p.S-18)

33C The Enstar route would cut across valuable, unroaded lands in the Kenai National Wildlife Refuge. These unroaded areas are eligible for future wilderness designation, and this project would undermine any potential for wilderness designation in these areas.

33D The Kenai Peninsula brown bear population is considered an isolated population and has been declared a species of special concern by the state of Alaska. Development elsewhere on the Kenai Peninsula has encroached on brown bear habitat, and the Kenai Refuge provides large tracts of unroaded lands that are critical to the long term viability of this population. To unnecessarily impact this population is unacceptable and would be nationally significant, due to the USFWS mandate to protect wildlife on the refuge.

Sincerely,

Tony DeFalco
1706 Orchard Street
Ann Arbor, MI 48103
USA

33A See response to 21A – Wilderness Society form letter (12/03/01).

33B Refer to the USFWS Compatibility Determination in Appendix A of the FEIS.

33C See response to 21C – Wilderness Society form letter (12/03/01).

33D See response to 21D – Wilderness Society form letter (12/03/01).

-----Original Message-----
From: Daniel James [mailto:adguy55@hotmail.com]
Sent: Monday, December 03, 2001 3:37 PM
To: Mr. Wolfe
Subject: Oppose Enstar route on Kenai Refuge

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December 3, 2001

Mr. Lawrence Wolfe
USDA -- Rural Utilities Service
1400 Independence Ave., SW -- Stop 1571
Washington, D.C. 20250-1571

Dear Mr. Wolfe,

34A

If the attacks of September 11 did nothing else they should force a re-evaluation of public resources which can easily be put at risk. To continue the 20th century ideal of highly centralized power grids and power plants seems irresponsible. To destroy one of the great wildlife refuges in the world for this otherwise short-sighted project displays how far you would destroy vast beauty for personal business interests.

I am writing in opposition to the proposed Enstar route for the Southern Intertie on the Kenai National Wildlife Refuge.

34B

The Kenai Refuge provided a corridor for transportation and utility needs by significantly altering its western boundary in 1964. This corridor along with an existing powerline corridor between Anchorage and the Kenai Peninsula provide viable and legitimate alternatives for this project. To forego using either of these viable routes and further encroach on the Refuge is unacceptable.

34C

Allowing the Southern Intertie to bisect the northern portion of the Kenai Refuge is not compatible with the purposes of the Refuge. The Enstar route would impact wildlife habitat and create new access to these remote areas, further degrading brown bear habitat. Even the DEIS states that "the cumulative effects on wildlife, vegetation, recreation, and visual resources . . . are considered to be long term and significant." (p.S-18)

34D

The Enstar route would cut across valuable, unroaded lands in the Kenai National Wildlife Refuge. These unroaded areas are eligible for future wilderness designation, and this project would undermine any potential for wilderness designation in these areas.

34E

The Kenai Peninsula brown bear population is considered an isolated population and has been declared a species of special concern by the state of Alaska. Development elsewhere on the Kenai Peninsula has encroached on brown bear habitat, and the Kenai Refuge provides large tracts of unroaded lands that are critical to the long term viability of this population. To unnecessarily impact this population is unacceptable and would be nationally significant, due to the USFWS mandate to protect wildlife on the refuge.

Sincerely,

Daniel James
1855 S. Pearl St., #10
Denver, CO 80210
USA

34A The proposed project would increase security of the transmission system, as stated in Section 1.3.1, Reliability (pg. 1-14), "Adding transmission lines to a system improves system reliability by providing multiple paths for the power to flow; thus, an outage of a single component does not completely disrupt the system."

34B See response to 21A – Wilderness Society form letter (12/03/01).

34C Refer to the USFWS Compatibility Determination in Appendix A of the FEIS.

34D See response to 21C – Wilderness Society form letter (12/03/01).

34E See response to 21D – Wilderness Society form letter (12/03/01).

-----Original Message-----
From: Amanda Cluck [mailto:mandycluck60@hotmail.com]
Sent: Monday, December 03, 2001 1:41 PM
To: Mr. Wolfe
Subject: Oppose Enstar route on Kenai Refuge

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December 3, 2001

Mr. Lawrence Wolfe
USDA -- Rural Utilities Service
1400 Independence Ave., SW -- Stop 1571
Washington, D.C. 20250-1571

Dear Mr. Wolfe,

I am writing in opposition to the proposed Enstar route for the Southern Intertie on the Kenai National Wildlife Refuge. I am a student studying wildlife ecology and understand the importance of large areas of untouched land to the ecology of an area. Also being a logical person, I understand the importance of providing power in less civilized areas of the nation. But please think about the long term affects that will result from adding this power line. The nation is fast losing large areas of land that are essential to maintain ecological processes that are necessary to all forms of life. Please allow this portion of the country to remain as it is.

35A The Kenai Refuge provided a corridor for transportation and utility needs by significantly altering its western boundary in 1964. This corridor along with an existing powerline corridor between Anchorage and the Kenai Peninsula provide viable and legitimate alternatives for this project. To forego using either of these viable routes and further encroach on the Refuge is unacceptable.

35B Allowing the Southern Intertie to bisect the northern portion of the Kenai Refuge is not compatible with the purposes of the Refuge. The Enstar route would impact wildlife habitat and create new access to these remote areas, further degrading brown bear habitat. Even the DEIS states that "the cumulative effects on wildlife, vegetation, recreation, and visual resources . . . are considered to be long term and significant." (p.S-18)

35C The Enstar route would cut across valuable, unroaded lands in the Kenai National Wildlife Refuge. These unroaded areas are eligible for future wilderness designation, and this project would undermine any potential for wilderness designation in these areas.

35D The Kenai Peninsula brown bear population is considered an isolated population and has been declared a species of special concern by the state of Alaska. Development elsewhere on the Kenai Peninsula has encroached on brown bear habitat, and the Kenai Refuge provides large tracts of unroaded lands that are critical to the long term viability of this population. To unnecessarily impact this population is unacceptable and would be nationally significant, due to the USFWS mandate to protect wildlife on the refuge.

Sincerely,

Amanda Cluck
1229 N. Knoxville
Tulsa, OK 74115
USA

35A See response to 21A – Wilderness Society form letter (12/03/01).

35B Refer to the USFWS Compatibility Determination in Appendix A of the FEIS.

35C See response to 21C – Wilderness Society form letter (12/03/01).

35D See response to 21D – Wilderness Society form letter (12/03/01).

-----Original Message-----
From: Monika Willisegger [mailto:monika.willisegger@ch.ibm.com]
Sent: Monday, December 03, 2001 2:56 AM
To: Mr. Wolfe
Subject: Keep the Kenai Refuge as valuable as possible

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and found free of known viruses.

December 2, 2001

Mr. Lawrence Wolfe
USDA -- Rural Utilities Service
1400 Independence Ave., SW -- Stop 1571
Washington, D.C. 20250-1571

Dear Mr. Wolfe,

We cannot turn the wheel back, but we can keep what we have
saved up to now and one of these saved spots is the
Kenai National Wildlife Refuge.

36A

I oppose the proposed Enstar route for the Southern
Intertie in the Kenai National Wildlife Refuge. The new route
would cut across valuable, unroaded lands in the Kenai National
Wildlife Refuge. These unroaded areas are eligible for future
wilderness designation, and this project would undermine any potential
for wilderness designation in these areas.

36A See response to 21A – Wilderness Society form letter
(12/03/01).

36B

The Kenai Refuge provided a corridor for transportation and
utility needs by significantly altering its western boundary in
1964. This corridor along with an existing powerline corridor
between Anchorage and the Kenai Peninsula provide viable and legitimate
alternatives for this project. To forego using either of these
viable routes and further encroach on the Refuge is unacceptable.

36B Refer to the USFWS Compatibility Determination in Appendix
A of the FEIS.

36C

Allowing the Southern Intertie to bisect the northern portion
of the Kenai Refuge is not compatible with the purposes of the
Refuge. The Enstar route would impact wildlife habitat and create
new access to these remote areas, further degrading brown bear
habitat. Even the DEIS states that "the cumulative effects on
wildlife, vegetation, recreation, and visual resources . . . are
considered to be long term and significant." (p.S-18)

36C See response to 21C – Wilderness Society form letter
(12/03/01).

36D

The Kenai Peninsula brown bear population is considered an isolated
population and has been declared a species of special concern

by the state of Alaska. Development elsewhere on the Kenai Peninsula
has encroached on brown bear habitat, and the Kenai Refuge provides
large tracts of unroaded lands that are critical to the long term
viability of this population. To unnecessarily impact this population
is unacceptable and would be nationally significant, due to the
USFWS mandate to protect wildlife on the refuge.

36D See response to 21D – Wilderness Society form letter
(12/03/01).

Sincerely,

Monika Willisegger
Züricherstrasse 28
Uitikon, 8142
Switzerland

-----Original Message-----

From: Kristin Hjelle [mailto:crags@wic.net]

Sent: Sunday, December 02, 2001 8:27 PM

To: Mr. Wolfe

Subject: Oppose Enstar route on Kenai Refuge

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and found free of known viruses.

December 2, 2001

Mr. Lawrence Wolfe
USDA -- Rural Utilities Service
1400 Independence Ave., SW -- Stop 1571
Washington, D.C. 20250-1571

Dear Mr. Wolfe,

Please record my opposition to the proposed Enstar route for
the Southern Intertie on the Kenai National Wildlife Refuge.

It is time to stop encroaching on and destroying our wildlands.

37A [The Kenai Refuge has already provided a corridor for transportation
and utility needs by significantly altering its western boundary
in 1964. This corridor, and also an existing powerline corridor
between Anchorage and the Kenai Peninsula provide viable and legitimate
alternatives for this project. To forego using either of these
viable routes and further encroach on the Refuge is unacceptable.

37B [Allowing the Southern Intertie to bisect the northern portion
of the Kenai Refuge is not compatible with the purposes of the
Refuge. The Enstar route would impact wildlife habitat and create
new access to these remote areas, further degrading brown bear
habitat. Even the DEIS states that "the cumulative effects on
wildlife, vegetation, recreation, and visual resources . . . are
considered to be long term and significant." (p.S-18)

37C [The Enstar route would cut across valuable, unroaded lands in
the Kenai National Wildlife Refuge. These unroaded areas are eligible
for future wilderness designation, and this project would undermine
any potential for wilderness designation in these areas.

37D [The Kenai Peninsula brown bear population is considered an isolated
population and has been declared a species of special concern
by the state of Alaska. Development elsewhere on the Kenai Peninsula
has encroached on brown bear habitat, and the Kenai Refuge provides
large tracts of unroaded lands that are critical to the long term
viability of this population. To unnecessarily impact this population
is unacceptable and would be nationally significant, due to the
USFWS mandate to protect wildlife on the refuge.

37A See response to 21A – Wilderness Society form letter
(12/03/01).

37B Refer to the USFWS Compatibility Determination in Appendix
A of the FEIS.

37C See response to 21C – Wilderness Society form letter
(12/03/01).

37D See response to 21D – Wilderness Society form letter
(12/03/01).

Sincerely,

Kristin Hjelle
2030 Poplar Dr.
Grand Junction, CO 81505
USA

-----Original Message-----
From: burnis e (gene) tuck [mailto:burnisetuck@yahoo.com]
Sent: Sunday, December 02, 2001 12:02 PM
To: Mr. Wolfe
Subject: Strongly oppose Enstar route on Kenai Refuge

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and found free of known viruses.

December 2, 2001

Mr. Lawrence Wolfe
USDA -- Rural Utilities Service
1400 Independence Ave., SW -- Stop 1571
Washington, D.C. 20250-1571

Dear Mr. Wolfe,

I'm over 62 years old and have been a life-long advocate for wilderness and wildlife, having grown up in Oklahoma and lived most of my life in the Northwest and West, near several National Parks and Seashores. I'm always alert to threats to our great natural, national resources, and it seems like Alaska is bearing a lot of the brunt of these incursions in recent years, according to the news. Therefore, I am writing to express opposition to the proposed Enstar route for the Southern Intertie on the Kenai National Wildlife Refuge.

38A The Kenai Refuge provided a corridor for transportation and utility needs by significantly altering its western boundary in 1964. This corridor along with an existing powerline corridor between Anchorage and the Kenai Peninsula provide viable and legitimate alternatives for this project. To forego using either of these viable routes and further encroach on the Refuge is unacceptable.

38B Allowing the Southern Intertie to bisect the northern portion of the Kenai Refuge is not compatible with the purposes of the Refuge. The Enstar route would impact wildlife habitat and create new access to these remote areas, further degrading brown bear habitat. Even the DEIS states that "the cumulative effects on wildlife, vegetation, recreation, and visual resources . . . are considered to be long term and significant." (p.S-18)

38C The Enstar route would cut across valuable, unroaded lands in the Kenai National Wildlife Refuge. These unroaded areas are eligible for future wilderness designation, and this project would undermine any potential for wilderness designation in these areas.

38D The Kenai Peninsula brown bear population is considered an isolated population and has been declared a species of special concern by the state of Alaska. Development elsewhere on the Kenai Peninsula has encroached on brown bear habitat, and the Kenai Refuge provides large tracts of unroaded lands that are critical to the long term viability of this population. To unnecessarily impact this population is unacceptable and would be nationally significant, due to the USFWS mandate to protect wildlife on the refuge.

I know there is always going to be tension between commercial development and protection and preservation, but I don't have to remind you what your most important mandate is, by law--PROTECTION!

Sincerely,

burnis e (gene) tuck
8852 n chance ave
Fresno, CA 93720
USA

38A See response to 21A – Wilderness Society form letter (12/03/01).

38B Refer to the USFWS Compatibility Determination in Appendix A of the FEIS.

38C See response to 21C – Wilderness Society form letter (12/03/01).

38D See response to 21D – Wilderness Society form letter (12/03/01).

-----Original Message-----
From: Christopher Lish [mailto:lishchris@yahoo.com]
Sent: Saturday, December 01, 2001 10:55 PM
To: lwolfe@rus.usda.gov; robin_west@fws.gov
Cc: George W. Bush; Gale Norton; Ann Venneman
Subject: please oppose Enstar route on Kenai Refuge

This E-Mail and or attachments have been scanned for
and found free of known viruses.

Dear Mr. Wolfe and Mr. West,

I am writing in opposition to the proposed Enstar route for the Southern Intertie on the Kenai National Wildlife Refuge.

39A

The Kenai Refuge provided a corridor for transportation and utility needs by significantly altering its western boundary in 1964. This corridor along with an existing powerline corridor between Anchorage and the Kenai Peninsula provide viable and legitimate alternatives for this project. To forego using either of these viable routes and further encroach on the Refuge is unacceptable.

39A See response to 21A – Wilderness Society form letter (12/03/01).

39B

Allowing the Southern Intertie to bisect the northern portion of the Kenai Refuge is not compatible with the purposes of the Refuge. The Enstar route would impact wildlife habitat and create new access to these remote areas, further degrading brown bear habitat. Even the DEIS states that "the cumulative effects on wildlife, vegetation, recreation, and visual resources...are considered to be long term and significant." (p.S-18)

39B Refer to the USFWS Compatibility Determination in Appendix A of the FEIS.

39C

The Enstar route would cut across valuable unroaded lands in the Kenai National Wildlife Refuge. These unroaded areas are eligible for future wilderness designation, and this project would undermine any potential for wilderness designation in these areas.

39C See response to 21C – Wilderness Society form letter (12/03/01).

39D

The Kenai Peninsula brown bear population is considered an isolated population and has been declared a species of special concern by the state of Alaska. Development elsewhere on the Kenai Peninsula has encroached on brown bear habitat, and the Kenai

39D See response to 21D – Wilderness Society form letter (12/03/01).

Refuge provides large tracts of unroaded lands that are critical to the long-term viability of this population. To unnecessarily impact this population is unacceptable and would have vast, national repercussions, due to the USFWS mandate to protect wildlife on the refuge. Allowing these Enstar route would violate this mandate and set a terrible precedence.

Thank you for taking my views into consideration. I look forward to your response.

Sincerely,
Christopher Lish
PO Box 113
Olema, CA 94950
lishchris@yahoo.com

-----Original Message-----
From: Garold Faber [mailto:joygarfaber@earthlink.net]
Sent: Saturday, December 01, 2001 8:18 PM
To: Mr. Wolfe
Subject: Exclude Enstar route Not Kenai Refuge

This E-Mail and or attachments have been scanned for
and found free of known viruses.

December 1, 2001

Mr. Lawrence Wolfe
USDA -- Rural Utilities Service
1400 Independence Ave., SW -- Stop 1571
Washington, D.C. 20250-1571

Dear Mr. Wolfe,

I am writing in opposition to the proposed Enstar route for the Southern Intertie on the Kenai National Wildlife Refuge. It is bad coaching to allow football players to drink alcohol before a game. It is also bad stewardship to allow encroachment of our wilderness areas by allowing roads to divide them. I am a fourth generation Californian. Needless to say my family has witnessed the rapid urbanization of this beautiful area and the exploitation for profit of its resources. I urge you to uphold the stewardship role of your offices and protect this priceless Kanai National wildlife Refuge from the request of the Southern Intertie as it reflects a narrow vision rather than a broad vision of our common good - a vision that includes a commitment to our grandchildren and our great great grandchildren, that they may inherit the full resources of this earth that has been given to us to value not to exploit for short term selfish interests.

40A

The Kenai Refuge provided a corridor for transportation and utility needs by significantly altering its western boundary in 1964. This corridor along with an existing powerline corridor between Anchorage and the Kenai Peninsula provide viable and legitimate alternatives for this project. To forego using either of these viable routes and further encroach on the Refuge is unacceptable.

40B

Allowing the Southern Intertie to bisect the northern portion of the Kenai Refuge is not compatible with the purposes of the Refuge. The Enstar route would impact wildlife habitat and create new access to these remote areas, further degrading brown bear

40A

See response to 21A – Wilderness Society form letter (12/03/01).

40B

Refer to the USFWS Compatibility Determination in Appendix A of the FEIS.

40B
cont.

habitat. Even the DEIS states that "the cumulative effects on wildlife, vegetation, recreation, and visual resources . . . are considered to be long term and significant." (p.S-18)

40C

The Enstar route would cut across valuable, unroaded lands in the Kenai National Wildlife Refuge. These unroaded areas are eligible for future wilderness designation, and this project would undermine any potential for wilderness designation in these areas.

40C

See response to comment 21C – Wilderness Society form letter (12/03/01).

40D

The Kenai Peninsula brown bear population is considered an isolated population and has been declared a species of special concern by the state of Alaska. Development elsewhere on the Kenai Peninsula has encroached on brown bear habitat, and the Kenai Refuge provides large tracts of unroaded lands that are critical to the long term viability of this population. To unnecessarily impact this population is unacceptable and would be nationally significant, due to the USFWS mandate to protect wildlife on the refuge.

40D

See response to 21D – Wilderness Society form letter (12/03/01).

Sincerely,

Garold Faber
20011 tomlee Avenue
Torrance, CA 90503
USA

-----Original Message-----
From: Lance McCardle [mailto:lancemccardle@hotmail.com]
Sent: Saturday, December 01, 2001 2:06 PM
To: Mr. Wolfe
Subject: Oppose Enstar

This E-Mail and or attachments have been scanned for
and found free of known viruses.

December 1, 2001

Mr. Lawrence Wolfe
USDA -- Rural Utilities Service
1400 Independence Ave., SW -- Stop 1571
Washington, D.C. 20250-1571

Dear Mr. Wolfe,

I am writing in opposition to the proposed Enstar route for
the Southern Intertie on the Kenai National Wildlife Refuge.

The Bush administration is clearly trying to push their anti
enviromental agenda at the cost to wildlife and Alaskan people's
life style. Do the people really need this or are you eating
out of the hands of our selfish admidistration?

41A The Kenai Refuge provided a corridor for transportation and
utility needs by significantly altering its western boundary in
1964. This corridor along with an existing powerline corridor
between Anchorage and the Kenai Peninsula provide viable and legitimate
alternatives for this project. To forego using either of these
viable routes and further encroach on the Refuge is unacceptable.

41B Allowing the Southern Intertie to bisect the northern portion
of the Kenai Refuge is not compatible with the purposes of the
Refuge. The Enstar route would impact wildlife habitat and create
new access to these remote areas, further degrading brown bear
habitat. Even the DEIS states that "the cumulative effects on
wildlife, vegetation, recreation, and visual resources . . . are
considered to be long term and significant." (p.S-18)

41C The Enstar route would cut across valuable, unroaded lands in
the Kenai National Wildlife Refuge. These unroaded areas are eligible
for future wilderness designation, and this project would undermine
any potential for wilderness designation in these areas.

41D The Kenai Peninsula brown bear population is considered an isolated
population and has been declared a species of special concern
by the state of Alaska. Development elsewhere on the Kenai Peninsula
has encroached on brown bear habitat, and the Kenai Refuge provides
large tracts of unroaded lands that are critical to the long term
viability of this population. To unnecessarily impact this population
is unacceptable and would be nationally significant, due to the
USFWS mandate to protect wildlife on the refuge.

Sincerely,

Lance McCardle
86-A Miller Ave
Mill Valley, CA 94941
USA

41A See response to 21A – Wilderness Society form letter
(12/03/01).

41B Refer to the USFWS Compatibility Determination in Appendix
A of the FEIS.

41C See response to 21C – Wilderness Society form letter
(12/03/01).

41D See response to 21D – Wilderness Society form letter
(12/03/01).

-----Original Message-----
From: VTOMPKINS@aol.com [mailto:VTOMPKINS@aol.com]
Sent: Saturday, December 01, 2001 2:15 PM
To: lwolfe@rus.usda.gov
Cc: robin_west@fws.gov
Subject: Fwd: Fw: ACTION: Kenai Refuge power line; Bitterroot salvage
sale

This E-Mail and or attachments have been scanned for
and found free of known viruses.

this is to inform you that we are very concerned about the alaska wilderness
and are against any invasion on the unroaded backlands - be it utility or
oil
drilling!!!!!!!!!!!!

norma & h. victor tompkins

42A

42A Comment noted.

----- Original Message -----
From: "WildAlert" <wilderness-alert@alert.wilderness.org>
To: <marhof@ainop.com>
Sent: Friday, November 30, 2001 5:40 PM
Subject: ACTION: Kenai Refuge power line; Bitterroot salvage sale

> *****
> * WILD ALERT
> * Friday, November 30, 2001
> *****
>
> Dear WildAlert Subscriber,
>
> Regional issues are topping the news today. Your comments are needed
> for BOTH items:
> 1. KENAI NAT'L WILDLIFE REFUGE: power line proposal would bisect
> critical habitat.
> 2. BITTERROOT NATIONAL FOREST: Administration trying to eliminate
> public participation from largest salvage logging sale ever.
>
> *****
> 1. POWER LINE THREATENS KENAI REFUGE AND BROWN BEAR HABITAT
> Alaska's Kenai National Wildlife Refuge is threatened by a proposal to
> build high-voltage power lines through defacto wilderness from the
> Kenai Peninsula to Anchorage. The Refuge is known for its world class
> salmon fishing, brown bear, moose and lynx habitat, and outstanding
> wilderness recreation opportunities. Your comments on a Draft
> Environmental Impact Statement are needed by December 5 to help
> protect this outstanding refuge:
> <http://www.wilderness.org/takeaction/?step=2&item=880>
>
> The transmission line would cut through the Refuge for more than 38
> miles in a 50-foot-wide corridor, scarring the landscape, requiring
> helicopter use for maintenance, and opening access to these wild,
> unroaded lands. But two alternative corridors for utility lines
> *already exist.*
>
> TAKE ACTION
> Send your comments to both the US Fish & Wildlife Service and the US
> Forest Service by December 5th:
> <http://www.wilderness.org/takeaction/?step=2&item=880> Or tell the
> agencies directly:
>

- 42B [- Two viable alternative utility corridors already exist, including
one provided by the Kenai Refuge when it significantly altering its
western boundary in 1964.
- 42C [- The project is not compatible with the purposes of the Refuge,
because it would impact wildlife habitat and create new access to
these remote areas.
- 42D [- The "Enstar" route would cut across valuable, unroaded lands in the
Kenai National Wildlife Refuge, undermining any potential for
wilderness designation in these areas.

- 42B See response to 21A – Wilderness Society form letter
(12/03/01).
- 42C Refer to the USFWS Compatibility Determination in Appendix
A of the FEIS.
- 42D See response to 21C – Wilderness Society form letter
(12/03/01).

42E

```

- This project would unnecessarily impact the Kenai Peninsula brown
bear, declared a species of special concern by the state of Alaska.
The unroaded lands of the Refuge are critical to the long term
viability of the bear.
-
> Please send your comments to BOTH:
> Lawrence R. Wolfe, USDA Rural Utilities Service
> 1400 Independence Ave, SW, Stop 1571
> Washington, D.C. 20250-1571
> EMAIL: lwolfe@rus.usda.gov
>
> AND
> Robin West, Refuge Manager
> Kenai National Wildlife Refuge
> P.O. Box 2139, Soldotna, AK 99669
> EMAIL: robin_west@fws.gov
> fax: (907) 262-3599
>
> *****
> 2. BITTERROOT: ADMINISTRATION TRYING TO SLAM THE DOOR ON PUBLIC
> PARTICIPATION
> The Chief of the Forest Service is working behind the scenes with the
> Bush Administration to eliminate the public appeals process on the
> largest timber sale pending in the country -- a proposed 181 million
> board feet salvage logging timber sale on the Bitterroot National
> Forest in western Montana. Please contact Forest Service Chief Dale
> Bosworth and tell him to follow the law and retain the appeals process
> for the Bitterroot and all other national forest projects:
> http://www.wilderness.org/takeaction/?step=2&item=883
>
> BACKGROUND
> In November 2001, Chief Bosworth asked Mark Rey, the under-secretary
> of Agriculture who oversees the Forest Service, to co-sign the
> decision on the Bitterroot. If Rey signs the decision, it would
> eliminate the opportunity for the 2,500 people and organizations who
> commented on the timber sale to file any appeals.
>
> This salvage logging sale would be the largest in Forest Service
> history, and allows for more timber to be pulled from the Bitterroot
> than was taken off the Forest in the last 15 years combined. **But
> having Rey sign the decision would also set a terrible precedent,
> potentially allowing the Forest Service to avoid appeals of
> controversial decisions *anywhere* on our country's National
> Forests.**
>
> TAKE ACTION
> Please write Chief Bosworth by December 9 from
> http://www.wilderness.org/takeaction/?step=2&item=883 and ask him to:
>
> - Withdraw his request that Agriculture Under-Secretary Mark Rey sign
> the Record of Decision on the Bitterroot Burn Area Recovery Plan.
> - Not circumvent the Forest Service appeals process.
>
> Send your comments to:
> Forest Service Chief Dale Bosworth
> c/o Forest Service Northern Region
> Public and Governmental Relations
> P.O. Box 7669, Missoula, MT 59807
> EMAIL: emc@fs.fed.us
> FAX: 202-205-8517
>
> *****
> For a full list of Action Items, visit
> http://www.wilderness.org/whatcan/takeaction.htm
>
> *****
> An archive of past WildAlerts can be found at
> http://www.wilderness.org/wildalert/wildalerts.htm

```

42E

See response to 21D – Wilderness Society form letter
(12/03/01).

>
> *****
> To make a gift online to The Wilderness Society, click here
> <https://secure-net.com/tws/join.asp>
>
> *****
> WildAlert is an email action alert system brought to you by The
> Wilderness Society to keep you apprised of threats to our wildlands
> in the field and in Washington. WildAlert messages include updates
> along with clear, concise actions you can take to protect America's
> last wild places. You are welcome to forward WildAlerts to all those
> interested in saving America's wildlands.
>
> FEEDBACK: If you need to get in contact with the owner of the list,
> (if you have trouble unsubscribing, or have questions about the list
> itself) send email to <action@tw.s.org>.
>
> TO SUBSCRIBE: If you have been forwarded this message and would like
> to subscribe to the list, visit
> <http://www.wilderness.org/forms/subscribe.htm> or send a message to
> wildalert@tw.s.org with 'SUBSCRIBE' in the subject line.
>
> TO UNSUBSCRIBE: Send an email to wilderness-alert@alert.wilderness.org
from
> marhof@ainop.com with the word "remove" in the subject line.
>
> Or visit the TWS unsubscribe page at:
> <http://www.wilderness.org/unsubscribe.asp?email=marhof@ainop.com>
>
> Founded in 1935, The Wilderness Society works to protect America's
> wilderness and to develop a nation-wide network of wild lands through
> public education, scientific analysis and advocacy. Our goal is to
> ensure that future generations will enjoy the clean air and water,
> wildlife, beauty and opportunities for recreation and renewal that
> pristine forests, rivers, deserts and mountains provide. To take
> action on behalf of wildlands today, visit our website at
> <http://www.wilderness.org>
>
>

-----Original Message-----

From: Laurel Stephen Gove and Stuart Higgins [mailto:higgins@idcomm.com]
Sent: Saturday, December 01, 2001 2:38 PM
To: Mr. Wolfe
Subject: Higgins Family Opposes Enstar route on Kenai Refuge

This E-Mail and or attachments have been scanned for
and found free of known viruses.

December 1, 2001

Mr. Lawrence Wolfe
USDA -- Rural Utilities Service
1400 Independence Ave., SW -- Stop 1571
Washington, D.C. 20250-1571

Dear Mr. Wolfe,

43A

I am writing in opposition to the proposed Enstar route for the Southern Intertie on the Kenai National Wildlife Refuge. We live adjacent the Roosevelt N.F. and The Indian Peaks Wilderness area. When living near such wild and beautiful expanses adjacent to a large metropolitan area, we understand what a huge impact new roads and improvements via power lines can have on out wildlife.

43B

Please do not build new roads or power line improvements on essential wildlife habitat for threatened species such as, brown bears and lynx, as well as other species that could be affected by these unthoughtful, unessential human need improvements.

43C

Especially since:
The Kenai Refuge provided a corridor for transportation and utility needs by significantly altering its western boundary in 1964. This corridor along with an existing powerline corridor between Anchorage and the Kenai Peninsula provide viable and legitimate alternatives for this project. To forego using either of these viable routes and further encroach on the Refuge is unacceptable.

Allowing the Southern Intertie to bisect the northern portion of the Kenai Refuge is not compatible with the purposes of the Refuge. The Enstar route would impact wildlife habitat and create new access to these remote areas, further degrading brown bear habitat. Even the DEIS states that "the cumulative effects on wildlife, vegetation, recreation, and visual resources . . . are considered to be long term and significant." (p.S-18)

The Enstar route would cut across valuable, unroaded lands in

43A Comment noted.

43B See response to 21A – Wilderness Society form letter (12/03/01).

43C Refer to the USFWS Compatibility Determination in Appendix A of the FEIS.

43D The Kenai National Wildlife Refuge. These unroaded areas are eligible for future wilderness designation, and this project would undermine any potential for wilderness designation in these areas.

43E The Kenai Peninsula brown bear population is considered an isolated population and has been declared a species of special concern by the state of Alaska. Development elsewhere on the Kenai Peninsula has encroached on brown bear habitat, and the Kenai Refuge provides large tracts of unroaded lands that are critical to the long term viability of this population. To unnecessarily impact this population is unacceptable and would be nationally significant, due to the USFWS mandate to protect wildlife on the refuge.

Sincerely, Laurel Stephen Gove and Stuart Higgins
higgins@idcomm.com 188 Diane ave Rollinsville, CO 80403

Sincerely,

Laurel Stephen Gove and Stuart Higgins
188 Diane Ave.
Golden, CO 80403
USA

43D See response to 21C – Wilderness Society form letter (12/03/01).

43E See response to 21D – Wilderness Society form letter (12/03/01).

-----Original Message-----
From: David Morgan [mailto:davidmorgan29@hotmail.com]
Sent: Saturday, December 01, 2001 2:51 PM
To: lwolfe@rus.usda.gov
Subject: Kenai NWR

This E-Mail and or attachments have been scanned for
and found free of known viruses.

Lawrence R. Wolfe, USDA Rural Utilities Service
1400 Independence Ave, SW, Stop 1571
Washington, D.C. 20250-1571

Robin West, Refuge Manager
Kenai National Wildlife Refuge
P.O. Box 2139, Soldotna, AK 99669

Please note, regarding the power line proposal:

44A Two viable alternative utility corridors already exist, including one provided by the Kenai Refuge when it significantly altering its western boundary in 1964.

44B The project is not compatible with the purposes of the Refuge, because it would impact wildlife habitat and create new access to these remote areas.

44C The "Enstar" route would cut across valuable, unroaded lands in the Kenai National Wildlife Refuge, undermining any potential for wilderness designation in these areas.

44D This project would unnecessarily impact the Kenai Peninsula brown bear, declared a species of special concern by the state of Alaska. The unroaded lands of the Refuge are critical to the long term viability of the bear.

Thanks.

David Morgan
826 N Hall St
Grangeville, ID 83530

44A See response to 21A – Wilderness Society form letter (12/03/01).

44B Refer to the USFWS Compatibility Determination in Appendix A of the FEIS.

44C See response to 21C – Wilderness Society form letter (12/03/01).

44D See response to 21D – Wilderness Society form letter (12/03/01).

-----Original Message-----
From: Paul Black [mailto:pblack@neptuneandco.com]
Sent: Sunday, December 02, 2001 8:57 AM
To: Mr. Wolfe
Subject: Oppose Enstar route on Kenai Refuge

This E-Mail and or attachments have been scanned for
and found free of known viruses.

December 2, 2001

Mr. Lawrence Wolfe
USDA -- Rural Utilities Service
1400 Independence Ave., SW -- Stop 1571
Washington, D.C. 20250-1571

Dear Mr. Wolfe,

I am tiring of continuing to write comments and letters related to the dismal environmental record of this Administration. However, if we all completely tire of doing so then we are not serving our future generations. Man has without doubt been the single greatest cause among all animals of environmental change, usually for the worse. Although we clearly have a need and desire to continue our race economically, politically and socially, it seems that rethinking our use of resources and the environment will be necessary for us to be able to sustain what we have started.

The sooner we do that the better we can help prepare for the well being of our distant future generations. The U.S. was once the environmental leader of the developed World, but that is changing due in large part to the actions of this Administration. Some how we need to find a way of measuring the potential benefit to mankind of actions that we take for economic gain so that a complete perspective on the cost-benefits can be obtained. It seems that this Administration looks only at the short term, when a long term vision and analysis is needed.

In saying this I recognize that people do not all share the same views, and it's a strength that we don't. From my perspective, however, I find that on the face of it, the proposed actions described below for the Kenai appear to be short-sighted, in line with many of this Administration's policies and proposals that affect the environment.

The remainder of this message was prepared by the Wilderness

Society.

Sincerely,

Paul Black

I am writing in opposition to the proposed Enstar route for the Southern Intertie on the Kenai National Wildlife Refuge.

- | | | |
|-----|---|--|
| 45A | The Kenai Refuge provided a corridor for transportation and utility needs by significantly altering its western boundary in 1964. This corridor along with an existing powerline corridor between Anchorage and the Kenai Peninsula provide viable and legitimate alternatives for this project. To forego using either of these viable routes and further encroach on the Refuge is unacceptable. | 45A See response to 21A – Wilderness Society form letter (12/03/01). |
| 45B | Allowing the Southern Intertie to bisect the northern portion of the Kenai Refuge is not compatible with the purposes of the Refuge. The Enstar route would impact wildlife habitat and create new access to these remote areas, further degrading brown bear habitat. Even the DEIS states that "the cumulative effects on wildlife, vegetation, recreation, and visual resources . . . are considered to be long term and significant." (p.S-18) | 45B Refer to the USFWS Compatibility Determination in Appendix A of the FEIS. |
| 45C | The Enstar route would cut across valuable, unroaded lands in the Kenai National Wildlife Refuge. These unroaded areas are eligible for future wilderness designation, and this project would undermine any potential for wilderness designation in these areas. | 45C See response to 21C – Wilderness Society form letter (12/03/01). |
| 45D | The Kenai Peninsula brown bear population is considered an isolated population and has been declared a species of special concern by the state of Alaska. Development elsewhere on the Kenai Peninsula has encroached on brown bear habitat, and the Kenai Refuge provides large tracts of unroaded lands that are critical to the long term viability of this population. To unnecessarily impact this population is unacceptable and would be nationally significant, due to the USFWS mandate to protect wildlife on the refuge. | 45D See response to 21D – Wilderness Society form letter (12/03/01). |

Sincerely,

Paul Black
2031 Kerr Gulch Road
Evergreen, CO 80439
USA

-----Original Message-----
From: Carolyn J. Bishop [mailto:cbishopma@earthlink.net]
Sent: Sunday, December 02, 2001 10:15 AM
To: Mr. Wolfe
Subject: Please preserve the Kenai Refuge

This E-Mail and or attachments have been scanned for
and found free of known viruses.

December 2, 2001

Mr. Lawrence Wolfe
USDA -- Rural Utilities Service
1400 Independence Ave., SW -- Stop 1571
Washington, D.C. 20250-1571

Dear Mr. Wolfe,

We are writing in opposition to the proposed Enstar route for the Southern Intertie on the Kenai National Wildlife Refuge.

46A

The planned route for the power lines cuts right through the Kenai Refuge. Since there already exists an alternative along the western boundary, this route is unnecessary. The destruction to the refuge from this project would be devastating and totally against the principles of a refuge.

46A

See response to 21A – Wilderness Society form letter (12/03/01).

46B

Allowing the Southern Intertie to bisect the northern portion of the Kenai Refuge is not compatible with the purposes of the Refuge. The Enstar route would impact wildlife habitat and create new access to these remote areas, further degrading brown bear habitat. Even the DEIS states that "the cumulative effects on wildlife, vegetation, recreation, and visual resources . . . are considered to be long term and significant." (p.S-18)

46B

Refer to the USFWS Compatibility Determination in Appendix A of the FEIS.

46C

The Enstar route would cut across valuable, unroaded lands in the Kenai National Wildlife Refuge. These unroaded areas are eligible for future wilderness designation, and this project would undermine any potential for wilderness designation in these areas.

46C

See response to 21C – Wilderness Society form letter (12/03/01).

46D

Protection to Brown bear habitat is vital and would be totally compromised by this project.

46D

See response to 21D – Wilderness Society form letter (12/03/01).

Please reconsider this route and avoid destruction of the refuge.

Sincerely,

Carolyn J. Bishop
7 Orchard Street
Belmont, MA 02478
USA

-----Original Message-----
From: Timothy McGovern [mailto:tmcg99@yahoo.com]
Sent: Sunday, December 02, 2001 11:30 PM
To: Mr. Wolfe
Subject: #1 goal should be to protect wildlife, vegetation, etc.

This E-Mail and or attachments have been scanned for
and found free of known viruses.

December 2, 2001

Mr. Lawrence Wolfe
USDA -- Rural Utilities Service
1400 Independence Ave., SW -- Stop 1571
Washington, D.C. 20250-1571

Dear Mr. Wolfe,

- 47A As a former resident of Cooper Landing, Alaska, I am writing in opposition to the proposed Enstar route for the Southern Intertie on the Kenai National Wildlife Refuge. Having spent countless summer and winter days recreating in and around the Refuge, I feel that I have a real sense of it's uniqueness. Any further threats to this pristine environment could have a devastating impact on it's wildlife, vegetation, and natural splendor.
- 47B The Kenai Refuge provided a corridor for transportation and utility needs by significantly altering its western boundary in 1964. This corridor along with an existing powerline corridor between Anchorage and the Kenai Peninsula provide viable and legitimate alternatives for this project. To forego using either of these viable routes and further encroach on the Refuge is unacceptable.
- 47C Allowing the Southern Intertie to bisect the northern portion of the Kenai Refuge is not compatible with the purposes of the Refuge. The Enstar route would impact wildlife habitat and create new access to these remote areas, further degrading brown bear habitat. Even the DEIS states that "the cumulative effects on wildlife, vegetation, recreation, and visual resources . . . are considered to be long term and significant." (p.S-18)
- 47D The Enstar route would cut across valuable, unroaded lands in the Kenai National Wildlife Refuge. These unroaded areas are eligible for future wilderness designation, and this project would undermine any potential for wilderness designation in these areas.
- 47E The Kenai Peninsula brown bear population is considered an isolated population and has been declared a species of special concern by the state of Alaska. Development elsewhere on the Kenai Peninsula has encroached on brown bear habitat, and the Kenai Refuge provides large tracts of unroaded lands that are critical to the long term viability of this population. To unnecessarily impact this population is unacceptable and would be nationally significant, due to the USFWS mandate to protect wildlife on the refuge.
- 47A Comments noted.
- 47B See response to 21A – Wilderness Society form letter (12/03/01).
- 47C Refer to the USFWS Compatibility Determination in Appendix A of the FEIS.
- 47D See response to 21C – Wilderness Society form letter (12/03/01).
- 47E See response to 21D – Wilderness Society form letter (12/03/01).

Sincerely,

Timothy McGovern
P. O. Box 1192
Mancos, CO 81328
USA

-----Original Message-----
From: ryan carlson [mailto:rycarlson9@hotmail.com]
Sent: Monday, December 03, 2001 12:34 PM
To: lwolfe@rus.usda.gov
Subject: kenai refuge

This E-Mail and or attachments have been scanned for
and found free of known viruses.

Mr. Wolfe,

- 48A I am writing to you concerning the power line that has been proposed to
be built through the Kenai National Wildlife Refuge. Please recognize that
two viable alternative utility corridors already exist, including the one
provided by the refuge when the western border was altered back in 1964.
- 48B This project is not compatible with the purposes of the refuge, because it
would impact wildlife habitat and create new access to these remote areas.
- 48C The "Enstar" route would cut across valuable, roadless areas in the refuge,
undermining any potential for wilderness designation in the defacto area.
- 48D This project would unnecessarily impact the Kenai Peninsula brown bear,
declared a species of special concern by the state of Alaska. The roadless
lands of the refuge are critical to the long term viability of the bear.
So many impacts are taking effect on most of our nations wild lands, and
we shouldn't impact the areas that have already been protected. It's
imperative that these actions be reduced if we intend to retain any of our
wild lands for the future.
- Thank you.
Ryan Carlson

Get your FREE download of MSN Explorer at <http://explorer.msn.com/intl.asp>

- 48A See response to 21A – Wilderness Society form letter
(12/03/01).
- 48B Refer to the USFWS Compatibility Determination in Appendix
A of the FEIS.
- 48C See response to 21C – Wilderness Society form letter
(12/03/01).
- 48D See response to 21D – Wilderness Society form letter
(12/03/01).

-----Original Message-----
From: Susan Brown and Mustafa Top [mailto:siouxzenbee@hotmail.com]
Sent: Monday, December 03, 2001 2:18 PM
To: Mr. Wolfe
Subject: Cutting Across the Kenai Refuge

This E-Mail and or attachments have been scanned for
and found free of known viruses.

December 3, 2001

Mr. Lawrence Wolfe
USDA -- Rural Utilities Service
1400 Independence Ave., SW -- Stop 1571
Washington, D.C. 20250-1571

Dear Mr. Wolfe,

I am writing in opposition to the proposed Enstar route for
the Southern Intertie on the Kenai National Wildlife Refuge.

This is completely immoral and unacceptable. The profit of
a few should never outweigh the good of preserving this precious
resource which belongs to the American People.

49A The Kenai Refuge provided a corridor for transportation and
utility needs by significantly altering its western boundary in
1964. This corridor along with an existing powerline corridor
between Anchorage and the Kenai Peninsula provide viable and legitimate
alternatives for this project. To forego using either of these
viable routes and further encroach on the Refuge is unacceptable.

49B Allowing the Southern Intertie to bisect the northern portion
of the Kenai Refuge is not compatible with the purposes of the
Refuge. The Enstar route would impact wildlife habitat and create
new access to these remote areas, further degrading brown bear
habitat. Even the DEIS states that "the cumulative effects on
wildlife, vegetation, recreation, and visual resources . . . are
considered to be long term and significant." (p.S-18)

49C The Enstar route would cut across valuable, unroaded lands in
the Kenai National Wildlife Refuge. These unroaded areas are eligible
for future wilderness designation, and this project would undermine
any potential for wilderness designation in these areas.

49D The Kenai Peninsula brown bear population is considered an isolated
population and has been declared a species of special concern
by the state of Alaska. Development elsewhere on the Kenai Peninsula
has encroached on brown bear habitat, and the Kenai Refuge provides
large tracts of unroaded lands that are critical to the long term
viability of this population. To unnecessarily impact this population
is unacceptable and would be nationally significant, due to the
USFWS mandate to protect wildlife on the refuge.

Sincerely,

Susan Brown and Mustafa Top
288 Whitmore #128
Oakland, CA 94611
USA

49A See response to 21A – Wilderness Society form letter
(12/03/01).

49B Refer to the USFWS Compatibility Determination in Appendix
A of the FEIS.

49C See response to 21C – Wilderness Society form letter
(12/03/01).

49D See response to 21D – Wilderness Society form letter
(12/03/01).

-----Original Message-----

From: Cora Mae Sutterlin [mailto:cmsrps1@juno.com]
Sent: Monday, December 03, 2001 5:09 PM
To: lwolfe@rus.usda.gov
Subject: Re: Kenai Refuge power line

This E-Mail and or attachments have been scanned for
and found free of known viruses.

To Lawrence R. Wolfe, USDA Rural Utilities Service

Re: the proposed Kenai Refuge power line;

- Two viable alternative utility corridors already exist, including one provided by the Kenai Refuge when it significantly altered its western boundary in 1964.

- The project is not compatible with the purposes of the Refuge, because it would impact wildlife habitat and create new access to these remote areas.

- The "Enstar" route would cut across valuable, unroaded lands in the Kenai National Wildlife Refuge, undermining any potential for wilderness designation in these areas.

- This project would unnecessarily impact the Kenai Peninsula brown bear, declared a species of special concern by the state of Alaska. The unroaded lands of the Refuge are critical to the long term viability of the bear.

Sincerely,
Cora Sutterlin
9 Pebble Brook Lane
Belgrade, Mt 59714

50A See response to 21A – Wilderness Society form letter (12/03/01).

50B Refer to the USFWS Compatibility Determination in Appendix A of the FEIS.

50C See response to 21C – Wilderness Society form letter (12/03/01).

50D See response to 21D – Wilderness Society form letter (12/03/01).

-----Original Message-----

From: Monika Walker [mailto:Monika.Walker@sci.monash.edu.au]

Sent: Monday, December 03, 2001 5:54 PM

To: lwolfe@rus.usda.gov; robin_west@fws.gov

Subject: POWER LINE THREATENS KENAI REFUGE AND BROWN BEAR HABITAT

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and found free of known viruses.

POWER LINE THREATENS KENAI REFUGE AND BROWN BEAR HABITAT

Alaska's Kenai National Wildlife Refuge is threatened by a proposal to build high-voltage power lines through defacto wilderness from the Kenai Peninsula to Anchorage. The Refuge is known for its world class salmon fishing, brown bear, moose and lynx habitat, and outstanding wilderness recreation opportunities.

The transmission line would cut through the Refuge for more than 38 miles in a 50-foot-wide corridor, scarring the landscape, requiring helicopter use for maintenance, and opening access to these wild, unroaded lands. But two alternative corridors for utility lines
already exist.

- 51A - Two viable alternative utility corridors already exist, including one provided by the Kenai Refuge when it significantly altering its western boundary in 1964.
- 51B - The project is not compatible with the purposes of the Refuge, because it would impact wildlife habitat and create new access to these remote areas.
- 51C - The "Enstar" route would cut across valuable, unroaded lands in the Kenai National Wildlife Refuge, undermining any potential for wilderness designation in these areas.
- 51D - This project would unnecessarily impact the Kenai Peninsula brown bear, declared a species of special concern by the state of Alaska. The unroaded lands of the Refuge are critical to the long term viability of the bear.

51A See response to 21A – Wilderness Society form letter (12/03/01).

51B Refer to the USFWS Compatibility Determination in Appendix A of the FEIS.

51C See response to 21C – Wilderness Society form letter (12/03/01).

51D See response to 21D – Wilderness Society form letter (12/03/01).

Monika Walker telephone 99055767
External Relations Officer/Curator fax 99054903
School of Geosciences
(Department of Earth Sciences) mwalker@mail.earth.monash.edu.au
Monash University
Melbourne, Victoria 3800

-----Original Message-----
From: Trudy S Gillette [mailto:trfg@juno.com]
Sent: Monday, December 03, 2001 8:48 PM
To: lwolfe@rus.usda.gov
Subject: Power line Proposal - Kenai National Refuge

This E-Mail and or attachments have been scanned for
and found free of known viruses.

Dear Mr. Wolfe,

I will keep this message very brief. Please take the following into consideration when making decisions regarding the building of power lines in the Kenai Refuge National Reserve.

The transmission line would cut through the Refuge for more than 38 miles in a 50-foot-wide corridor, scarring the landscape, requiring helicopter use for maintenance, and opening access to these wild, unroaded lands. But two alternative corridors for utility lines already exist.*

52A [Two viable alternative utility corridors already exist, including one provided by the Kenai Refuge when it significantly altered its western boundary in 1964.

52B [The project is not compatible with the purposes of the Refuge, because it would impact wildlife habitat and create new access to these remote areas.

52C [The "Enstar" route would cut across valuable, unroaded lands in the Kenai National Wildlife Refuge, undermining any potential for wilderness designation in these areas.

It is our responsibility as caretakers of this planet to preserve its wildlife and natural beauty, whenever possible. We have alternatives to a plan that would have a major impact on a wilderness area. Please consider these options.

Sincerely,

Trudy F. Gillette

52A See response to 21A – Wilderness Society form letter (12/03/01).

52B Refer to the USFWS Compatibility Determination in Appendix A of the FEIS.

52C See response to 21C – Wilderness Society form letter (12/03/01).

-----Original Message-----
From: Deborah Longman-Marien [mailto:dlongmanmarien@yahoo.com]
Sent: Tuesday, December 04, 2001 11:18 AM
To: Mr. Wolfe
Subject: Oppose Enstar route on Kenai Refuge

This E-Mail and or attachments have been scanned for
and found free of known viruses.

December 4, 2001

Mr. Lawrence Wolfe
USDA -- Rural Utilities Service
1400 Independence Ave., SW -- Stop 1571
Washington, D.C. 20250-1571

Dear Mr. Wolfe,

I am writing in opposition to the proposed Enstar route for
the Southern Intertie on the Kenai National Wildlife Refuge.

53A

The Kenai Refuge provided a corridor for transportation and
utility needs by significantly altering its western boundary in
1964. This corridor along with an existing powerline corridor
between Anchorage and the Kenai Peninsula provide viable and legitimate
alternatives for this project. To forego using either of these
viable routes and further encroach on the Refuge is unacceptable.

53A

See response to 21A – Wilderness Society form letter
(12/03/01).

53B

I as a birdwatcher, when I travel I want to know that there
is wilderness there around me being protected. I care that the
habitat is being protected for future generations.

53B

Comment noted.

I don't like spending my tourist dollars in states that don't
care to protect what they have. I have not been hearing very good
things coming out of Alaska lately. It does not make me want to
travel to Alaska anytime soon to spend my money, unless people
up there clean up their act about their environment instead of
corporations like oil companies and power companies run amok.
I respectfully ask that people in Alaska and Washington start
thinking about the future instead of immediate greed. Please consider
that I vote and invest according to what care I see is being taken
with environment. Companies and agencies that do damage to the
environment go on my boycott list.

53C

Allowing the Southern Intertie to bisect the northern portion of the Kenai Refuge is not compatible with the purposes of the Refuge. The Enstar route would impact wildlife habitat and create new access to these remote areas, further degrading brown bear habitat. Even the DEIS states that "the cumulative effects on wildlife, vegetation, recreation, and visual resources . . . are considered to be long term and significant." (p.S-18)

53C

Refer to the USFWS Compatibility Determination in Appendix A of the FEIS.

53D

The Enstar route would cut across valuable, unroaded lands in the Kenai National Wildlife Refuge. These unroaded areas are eligible for future wilderness designation, and this project would undermine any potential for wilderness designation in these areas.

53D

See response to 21C – Wilderness Society form letter (12/03/01).

53E

The Kenai Peninsula brown bear population is considered an isolated population and has been declared a species of special concern by the state of Alaska. Development elsewhere on the Kenai Peninsula has encroached on brown bear habitat, and the Kenai Refuge provides large tracts of unroaded lands that are critical to the long term viability of this population. To unnecessarily impact this population is unacceptable and would be nationally significant, due to the USFWS mandate to protect wildlife on the refuge.

53E

See response to 21D – Wilderness Society form letter (12/03/01).

Thank you for considering the opinions of an American who would like as much as Alaska preserved as possible for the people, not greedy corporations.

Sincerely,

Deborah Longman-Marien
9 Collins Street
Newburyport, MA 01950
USA

-----Original Message-----
From: Flying Popcorn Ranch [mailto:birdfrog@blackfoot.net]
Sent: Tuesday, December 04, 2001 12:35 PM
To: 'lwolfe@rus.usda.gov'
Cc: 'robin_west@fws.gov'
Subject: Kenai Refuge power line

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and found free of known viruses.

Dear Folks,

I am writing to ask you to reconsider the route taken by the proposed powerline for the following reasons:

54A

- Two viable alternative utility corridors already exist, including one provided by the Kenai Refuge when it significantly altered its western boundary in 1964.

54B

- The project is not compatible with the purposes of the Refuge, because it would impact wildlife habitat and create new access to these remote areas.

54C

- The "Enstar" route would cut across valuable, unroaded lands in the Kenai National Wildlife Refuge, undermining any potential for wilderness designation in these areas.

54D

- This project would unnecessarily impact the Kenai Peninsula brown bear, declared a species of special concern by the state of Alaska. The unroaded lands of the Refuge are critical to the long term viability of the bear.

Thank-you for your thoughtful consideration.

Sincerely,

Brian Parks
Hwy 83 south
Swan Lake, MT 59911
406-754-2461
birdfrog@blackfoot.net

54A See response to 21A – Wilderness Society form letter (12/03/01).

54B Refer to the USFWS Compatibility Determination in Appendix A of the FEIS

54C See response to 21C – Wilderness Society form letter (12/03/01).

54D See response to 21D – Wilderness Society form letter (12/03/01).

-----Original Message-----
From: Heidi Blankenship [mailto:heidi_b55@hotmail.com]
Sent: Tuesday, December 04, 2001 12:59 PM
To: Mr. Wolfe
Subject: Opposition to the powerline on Kenai Refuge

This E-Mail and or attachments have been scanned for
and found free of known viruses.

December 4, 2001

Mr. Lawrence Wolfe
USDA -- Rural Utilities Service
1400 Independence Ave., SW -- Stop 1571
Washington, D.C. 20250-1571

Dear Mr. Wolfe,

I am writing in opposition to the proposed Enstar route for
the Southern Intertie on the Kenai National Wildlife Refuge.

55A

The already existing transportation corridor (along the western
boundary) and the powerline corridor between Anchorage and the
Kenai Peninsula is a more legitimate alternative for this project.

55B

The Enstar proposal is not compatible with the purposes of the
Refuge as it would further encroach on valuable wildlife habitat
and give more access to remote areas sporting some of the more
pristine wilderness we have left in the U.S. Certainly, as the
DEIS states, "the cumulative effects on wildlife, vegetation,
recreation, and visual resources...are considered long term and
significant" and should therefore be completely unacceptable.

55C

The refuge should remain just that...a place where brown bears
can live and roam free in large tracts of landscape that are unscathed
by cross cuts of roads for a ridiculous powerline. These lands
are critical to their survival. Please use already existing routes
for the Enstar line. Please stand up to companies who threaten
to impact the habitat of our wildlife in wildlands that have been
set aside for the protection of our wildlife. I guess I'm just
asking you to do your job. Please. Keep the Kenai a refuge for
bears rather than a haven for powerlines. Thank you.

Sincerely,

Heidi Blankenship

112 1/2 South Avenue East
Missoula, MT 59801
USA

55A See response to 21A – Wilderness Society form letter
(12/03/01).

55B Refer to the USFWS Compatibility Determination in Appendix
A of the FEIS.

55C Comment noted.

-----Original Message-----

From: Terry B [mailto:terry@apex2000.net]
Sent: Tuesday, December 04, 2001 11:52 PM
To: Lawrence R. Wolfe
Subject: Kenai National Wildlife Refuge

This E-Mail and or attachments have been scanned for
and found free of known viruses.

Dear Mr. Wolfe:

I urge you to not allow a electric utility transmission lines to be built in a new 50 foot wide, 38 mile long corridor through the KNWR. I almost visited the refuge two years ago, after an earlier trip to SE Alaska, and still hope to see some of the abundant wildlife and wilderness habitat in the KNWR. I do not believe high power transmission lines are compatible with the intent and purpose of the refuge, and would cut open remote de facto wilderness areas to further vehicular and other intrusion, degrading wildlife and habitat, and preventing possible wilderness designation for this area. Two alternate utility corridors already exist, and the "Enstar" route should not be allowed to damage KNWR.

Sincerely,

Terry R. Burns, M.D.
4009 Fox Hollow CT
Midland, TX 79707

56A

56B

- 56A Refer to the USFWS Compatibility Determination in Appendix A of the FEIS. See also response to 21C – Wilderness Society form letter (12/03/01).
- 56B See response to 21A – Wilderness Society form letter (12/03/01).

-----Original Message-----
From: Lorraine Streckfus [mailto:streckfusl@pcisys.net]
Sent: Wednesday, December 05, 2001 11:24 AM
To: robin_west@fws.gov
Cc: lwolfe@rus.usda.gov
Subject: Deny proposed Enstar route for the Southern Intertie

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and found free of known viruses.

Mr. Robin West, Refuge Manager
Kenai National Wildlife Refuge

and

Lawrence R. Wolfe
USDA -- Rural Utilities Service

Mr. West and Mr. Wolfe:

I would like to submit for your consideration my opinion on the proposed route for the Southern Intertie through the Kenai National Wildlife Refuge known as the Enstar route. I understand that this transmission line would cut a 50-foot-wide corridor for 38 miles through the Refuge. The scarring and impacts of helicopter maintenance that would be required are completely unacceptable.

57A I suggest that the electric associations consider one of two existing alternatives--the corridor for transportation and utility needs along the western boundary of the Refuge and an existing power line corridor.

57B I believe the Enstar route would impact wildlife habitat and create new access to these remote areas, further degrading brown bear habitat and having deleterious effects on the brown bear which has been declared a

57C species of special concern by the state of Alaska. It would also cut across valuable, unroaded lands in the Kenai National Wildlife Refuge, undermining any potential for wilderness designation in these areas.

Thank you for your time and consideration of my comments.

Lorraine Streckfus
1908 N. Cascade Ave. #6
Colorado Springs, CO 80907-6769
streckfusl@pcisys.net

57A See response to 21A – Wilderness Society form letter (12/03/01).

57B Refer to the USFWS Compatibility Determination in Appendix A of the FEIS.

57C See response to 21C – Wilderness Society form letter (12/03/01).

-----Original Message-----
From: Lorraine Streckfus [mailto:streckfusl@pcisys.net]
Sent: Wednesday, December 05, 2001 6:19 PM
To: lwolfe@rus.usda.gov
Cc: robin_west@fws.gov
Subject: Daniel Brendle comments: Deny proposed Enstar route for the Southern Intertie

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and found free of known viruses.

Lawrence R. Wolfe
USDA -- Rural Utilities Service

and

Mr. Robin West, Refuge Manager
Kenai National Wildlife Refuge

Mr. Wolfe and Mr. West:

58A

I would like to submit my comments in opposition to the proposed route for the Southern Intertie through the Kenai National Wildlife Refuge known as the "Enstar route." Because installation of this transmission line would create a 50-foot-wide corridor for 38 miles through the Refuge and it would preclude future wilderness designation for this portion of the refuge, the corridors that have been previously designated should be used. These corridors are the one accommodated by the adjustment of the western boundary of the refuge that was done in 1964 and the other is the existing power line corridor between Anchorage and the Kenai Peninsula.

58B

58C

The Enstar route would impact wildlife habitat and create new access to these remote areas, further degrading brown bear habitat and having deleterious effects on the brown bear which has been declared a species of special concern by the state of Alaska.

Thank you for considering my comments.

Daniel Brendle
816 North Weber Street, Apt. 1
Colorado Springs, CO 80903
(719) 632-7353

58A See response to 21C – Wilderness Society form letter (12/03/01).

58B See response to 21A – Wilderness Society form letter (12/03/01).

58C See response to 21C and 21D – Wilderness Society form letter (12/03/01).

-----Original Message-----

From: lisa oakes [mailto:loakes@san.rr.com]

Sent: Sunday, December 09, 2001 2:08 PM

To: robin_west@fws.gov; lwolfe@rus.usda.gov

Subject: Opposition to Proposed Kenai Refuge Powerlines

This E-Mail and or attachments have been scanned for
and found free of known viruses.

December 9, 2001

Mr. Robin West
Refuge Manager
Kenai National Wildlife Refuge
P.O. Box 2139
Soldotna, AK 99669

Mr. Lawrence Wolfe
USDA -- Rural Utilities Service
1400 Independence Ave., SW -- Stop 1571
Washington, D.C. 20250-1571

Dear Mr. Wolfe and Mr. West,

I am writing in opposition to the proposed Enstar route for the Southern Intertie on the Kenai National Wildlife Refuge.

59A The Kenai Refuge provided a corridor for transportation and utility needs by significantly altering its western boundary in 1964. This corridor along with an existing powerline corridor between Anchorage and the Kenai Peninsula provide viable and legitimate alternatives for this project. To forego using either of these viable routes and further encroach on the Refuge is unacceptable.

59B Allowing the Southern Intertie to bisect the northern portion of the Kenai Refuge is not compatible with the purposes of the Refuge. The Enstar route would impact wildlife habitat and create new access to these remote areas, further degrading brown bear habitat. Even the DEIS states that "the cumulative effects on wildlife, vegetation, recreation, and visual resources . . . are considered to be long term and significant." (p.S-18)

59C The Enstar route would cut across valuable, unroaded lands in the Kenai National Wildlife Refuge. These unroaded areas are eligible for future wilderness designation, and this project would undermine any potential for wilderness designation in these areas.

59D The Kenai Peninsula brown bear population is considered an isolated population and has been declared a species of special concern by the state of Alaska. Development elsewhere on the Kenai Peninsula has encroached on brown bear habitat, and the Kenai Refuge provides large tracts of unroaded lands that are critical to the long term viability of this population. To unnecessarily impact this population is unacceptable and would be nationally significant, due to the USFWS mandate to protect wildlife on the refuge.

Sincerely,

James D. Oakes
12844 Oakfield Way
Poway, CA 92064

59A See response to 21A – Wilderness Society form letter (12/03/01).

59B Refer to the USFWS Compatibility Determination in Appendix A of the FEIS.

59C See response to 21C – Wilderness Society form letter (12/03/01).

59D See response to 21D – Wilderness Society form letter (12/03/01).